

LET YOUR WANTS BE
KNOWN IN THE
EVENING STANDARD

The Evening Standard

A FEARLESS, INDEPENDENT, PROGRESSIVE NEWSPAPER.

FORTY-SECOND YEAR—NO. 95.—PRICE FIVE CENTS

OGDEN CITY, UTAH, FRIDAY EVENING, APRIL 19, 1912

Entered as Second Class Matter at the Postoffice, Ogden, Utah

WEATHER FORECAST

THE INDICATIONS ARE THAT THE WEATHER
WILL BE RAIN THIS AFTERNOON OR TO-
NIGHT, COLDER IN NORTH AND EAST
PORTION, HEAVY FROST, TOMORROW
FAIR.

THE STORY OF THE BIG DISASTER— BOILERS EXPLODE AS SHIP GOES DOWN

BAND PLAYING AS LEVIATHAN SINKS

Thrilling Details by Surviving Passengers—Indescribable Chorus of Supplication During the Last Moments.

SITUATION BRINGS OUT MANY HEROES

Great Crowds Meet the Carpathia in New York—Steamer Docked Last Night—All Customs Rules Waived and Landing Facilitated.

New York, April 19.—Seven hundred and forty-five persons, mostly women, sick in heart and body, wrote into the annals of maritime history today the loss of the biggest steamship ever built by man. They were the survivors of the White Star liner Titanic which sank, bow foremost, with 1,595 souls aboard, her captain at the bridge, her colors flying and her band playing "Nearer, My God, to Thee," off the banks of Newfoundland under a starlit sky at 2 a. m., Monday.

Died That Others Might Live.
With one voice they told of the splendid heroism of those who remained behind to find a watery grave that they might live. Captain Smith died, they said, as a gallant sailor should, after having placed all the women, who would go aboard the lifeboats. There were many who stayed behind to die in their husband's arms.

From their narratives stand out in bold relief the following facts:

Striking Facts in Brief.
The Titanic was making twenty-one knots an hour when she struck the iceberg.
No one at first thought she would sink.
She remained afloat more than two hours.
The iceberg ripped open her hull below the waterline.
Instant panic was averted by Captain Smith's terse appeal to his crew:

Terse Appeal.
"Be British, my men!"
A small number of steerage passengers tried to rush for the lifeboats and were held back by the crew and other passengers.

The Titanic turned her nose for the bottom when the last lifeboat was less than a hundred yards away, reared her stern high in the air and trembled for a moment before seeking the bottom.

There were two explosions when the intruding waters reached her boilers.

Indescribable Chorus of Supplication.
When she sank there was silence; a moment later the cries and supplications of fifteen hundred dying men rose in chorus indescribable over the spot where she went down. For hours the survivors roved in lifeboats over a calm sea in bitter cold until the Carpathia picked them up.

In the aftermath today of the disaster, the principal developments were the testimony of J. Bruce Ismay, managing director of the White Star line, before the senate investigating committee, and the removal of surviving members of the Titanic's crew aboard the Lapland.

WRITTEN INTO HISTORY.
New York, April 19.—The Titanic disaster, as written into history by many of the survivors' accounts for the loss of 1,595 persons at sea off the Newfoundland banks early Monday morning, and the subsequent death of six persons who had been rescued, bringing the total of lives lost to 1,601.

These official figures greatly magnify estimates which had come by wireless and the stories which survivors tell make certain what has already been judged from the meager wireless reports, that the disaster is the greatest that ocean travel has ever known.

Sixteen Hundred Lost.
The big facts which came to the surface in the flood of narratives are that 1,601 persons met their death; that there is hardly the shadow of a doubt that the ship was carrying at least 1,600 persons; that several hundred of those who were prominent among those who perished, that practically the only women who were not saved were those who chose to die in the ship.

Wireless Calls for Doctors.
Close to the pier were hearses and other dead wagons to take away those who perished on shipboard.

Counted Police Keep Back Crowds.
At 8:40, five minutes before the Carpathia was due at the pier, the streets were swelled every minute by thousands of people.

Iceberg Ninety Feet High.
The Titanic struck an iceberg about 90 feet high which ripped the liner's sides open and made the watertight compartments useless, and, while the vessel was gradually sinking, the water reached her steaming boilers,

causing an explosion which sent her to the bottom.

Among the hundreds on her deck to the last were Colonel John Jacob Astor and Major Archibald Butt, President Taft's military aide; Benjamin Guggenheim, Jacques Futrelle, George Widener, Henry B. Harris and scores of other well known persons. Isidor Straus was among them also with Mrs. Straus, who refused to leave her husband behind when she had the opportunity to save herself.

Major Butt is reported to have been one of the heroes. With an iron bar in his hand, he is said to have stood at the stern passage and defended the women and children from the maddened, panic-stricken men in that part of the ship.

Colonel Astor is said to have met his fate bravely, after seeing his bride to a lifeboat, drawing aside to watch other women step to safety and awaiting his own fate.

It was only because the maximum capacity of the steamer's lifeboats was hardly a third the complement of the crew and passengers that hundreds of despairing passengers had to be left to their fate.

First to Get Into Boat.
J. Bruce Ismay, managing director of the White Star line, who was one of the few prominent men who escaped with their lives, is said by some of the passengers to have been one of the first to get into the lifeboats, but this is denied by Mr. Ismay himself.

Stunned by the immensity of the task, he had little to say except that he had heard of the investigation which the United States senate will inaugurate to assist the committee.

He was before the committee in this city yesterday.

Going at Usual Rate of Speed.
The surviving passengers are unanimous that the "unbelievable" fact that the Titanic had been in a pleasant and uneventful voyage for the fact that it was being made on the largest vessel that ever sailed and for the keen interest which the passengers in the daily bulletins of the speed.

The Titanic had been making good time and all accounts agree that on the night of the disaster she was apparently going at her usual rate—from 21 to 25 knots an hour.

Quartermaster Moody, who was at the helm, said that the ship was making 21 knots and that the officers were under orders at the time to keep up speed in the hope of making a record passage.

Titanic Had Sent Warning to America.
These orders were being carried out in the face of knowledge that the steamer was in the vicinity of great icebergs sweeping down from the north. That very afternoon, according to the record of the hydrographic office, the Titanic had relayed ashore a wireless warning from the steamer America that an unusual field of pack ice and bergs menaced navigation off the banks.

But it was a clear and starlit night, as all the survivors described the weather and the great ship sped through the quiet seas with officers and crew at ease, and with the vessel controlled in ample time and the passengers rested in full confidence that their temporary quarters in the largest and most magnificent vessel ever constructed were as safe as their own firesides.

Voyage Uneventful.
The voyage from Queenstown had been quite uneventful, as from the weather was experienced and the sea was quite calm. The wind had been westerly to southwesterly the whole way, but very cold, particularly the last day, in fact, after dinner on Sunday evening, it was almost too cold to be out on deck at all.

"I had been in my berth for about ten minutes," said a passenger, "when at about 11:15 p. m. I felt a slight jar and then soon after a second jar, but not sufficiently large to cause any anxiety to anyone, however nervous they may have been. However, the engine stopped immediately afterwards and my first thought was—she has lost a propeller."

"I was not on the deck where I met Mr. Thayer. He informed me that an accident had occurred, but said there was no particular reason for panic. Soon afterwards, however, he advised me to put on a life preserver, so I went below. When I came back on deck the lifeboat was already being lowered. Mrs. Thayer, Mrs. Widener and I were assisted into one.

Young Thayer failed to get into any of the boats. He fell overboard and landed alongside the one we were in and drifted away. He was picked up later after having been in the water for a long time.

"It was terribly cold, but none of us suffered any ill effects. Mr. Thayer was not seen again. What became of him I do not know, except when we all met again on the Carpathia, his absence was noted. I'm sure he went down on the Titanic."

The Game Went On.
"No one had any conception that she had been pierced below by the submerged iceberg. The game went on without any thought of disaster and I retired to my cabin to read until we went on again. I never saw any of the players or the onlookers again. A little later, hearing people going upstairs, I went out and found everyone waiting to know why the engines had stopped. No doubt many were awakened from sleep by the sudden stopping of a vibration to which they had become accustomed during the four days we had been on board.

Noticed List Downwards.
"Naturally with such powerful engines as the Titanic carried, the vibration was very perceptible all the time and the sudden stopping had something of the effect of a loud ticking grandfather's clock in a room."

(Continued on Page Eight.)

WHEN THE SHIP SANK

Stories of Four or Five of the Survivors of Titanic

New York, April 19.—H. B. Stephenson, one of the survivors and who, it was said, is attached to the Swedish legation at Washington, made the following statement:

The time of the collision a Mr. Woolner and myself were seated in the cafe. There was only a slight jar and we thought nothing of it until we heard the excitement on deck. An order was issued for all women to come on deck. Woolner and myself went two decks down and saw water rushing in there.

Jumped Into the Lifeboat.
A lifeboat was lowered with several women and children from the steerage and as it passed where I was I jumped in. I grabbed an oar and assisted the two men in the boat to row away from the steamer. We were about two hundred yards away when the ship went down. There was hardly any suction. We were picked up about five hours later, suffering from the cold.

Mrs. George D. Wick and daughter, Natalie, of Youngstown, Ohio, and the Misses Bonnell went to an uptown hotel. The four women were rain-coats and were heavily veiled. The husband of Mrs. Wick was lost.

William F. Bonnell, a cousin of the party, made the following statement as coming from Mrs. Wick's room. The four women were in the room. They thought the boiler had exploded. When they reached the deck all was confusion. Miss Natalie and the Misses Bonnell were on deck. The four women entered the second life boat let down. Mrs. Wick said the boat was not launched for an hour after the collision. Mr. Wick stood at the rail as his wife and daughter were helped into the boat and waved his hand as the party left the Titanic. The last seen of him he was standing on the deck waving a farewell. Mrs. Wick said the party drifted about in the intense cold for five hours before they were picked up.

"I want to say that Mrs. Wick told me that if the lifeboats had been launched as soon as the captain knew the extent of the damage, everyone would have been saved."

Wilson Potter of Philadelphia who was at the pier to meet his mother, Mrs. Thomas Potter, Jr., one of the survivors, said his mother was unable to make any formal statement, but that she related the story to him as follows:

"She told me she was in the first boat with about ten others, and that there was plenty of room for forty more. My mother said she saw Mr. and Mrs. Jacob Astor standing by the rail and that she called to them to come in the boat, but that they refused saying it was safer where they were. That there was no danger. The first three or four boats that were launched were hardly filled."

"I saw John B. Thayer, Jr., whom I knew on the pier," continued Mr. Potter, "and he told me that he and his father jumped overboard and clambered aboard a raft, which over-turned. That was the last, young Thayer said, he had seen of his father."

"Mrs. William B. Stephenson of Haverford, Pa., who left on the Pennsylvania train for survivors, gave out the following interview:

"I ran up on the deck where I met Mr. Thayer. He informed me that an accident had occurred, but said there was no particular reason for panic. Soon afterwards, however, he advised me to put on a life preserver, so I went below. When I came back on deck the lifeboat was already being lowered. Mrs. Thayer, Mrs. Widener and I were assisted into one."

Young Thayer failed to get into any of the boats. He fell overboard and landed alongside the one we were in and drifted away. He was picked up later after having been in the water for a long time.

"It was terribly cold, but none of us suffered any ill effects. Mr. Thayer was not seen again. What became of him I do not know, except when we all met again on the Carpathia, his absence was noted. I'm sure he went down on the Titanic."

How Harris Met Death.
"I was beside Henry Harris, the theatrical manager, when he bade his wife good bye. Both started toward the side of the boat where a lifeboat was being lowered. Mr. Harris was told it was the rule for women to leave the boat first."

"Yes, I know; I will stay," Harris said. Shortly after the lifeboats left a man jumped overboard. Other men followed. It was like sheep following a leader.

Captain Saved Baby's Life.
"Captain Smith was washed from the bridge into the ocean. He swam to where a baby was drowning and carried it in his arms while he swam to the lifeboat. He was manly by officers of the Titanic. He surrendered the baby to them and swam back to the steamer."

"About the time Captain Smith got back there was an explosion. The back there was an explosion. I had secured a life preserver and jumped overboard."

Heard Explosion on Steamer.
"I struck a piece of ice and was in a lifeboat about 60 yards from the steamer when there was a series of explosions. I looked back and saw the Titanic go down bow first. Hundreds of persons were in the water at the time. When the great steamer went down they shrieked hysterically."

"When I jumped from the steamer into the water, the band was still playing. The lights on the Titanic were lit until she sank."

In Water Two Hours.
"I was in the water two hours, clinging to a piece of wreckage, when I was picked up by a lifeboat. Every stroke of the oars hit a body. About 6 o'clock in the morning the Carpathia appeared."

(Continued on Page Eight.)

WATER THICK AS SEEN BY U. S. OFFICER

Cold Experience of Party on Life Raft—Some Die of Exposure

New York, April 19.—Simon Senecal, a Montreal merchant who was on the Carpathia, said that his vessel had rescued several boatloads of women. A life raft on which were about twenty-four persons was also seen.

"One-half of these were dead," said Mr. Senecal. "One of the Carpathia's boats went to the raft and took off the living, leaving the dead. The water was thick with bodies. The crew of the Carpathia in their work of rescue came across numerous bodies floating in the water. I know of seven instances of persons who had been rescued dying on board the Carpathia and being buried at sea."

Officers Declared There Was No Danger.
Miss Caroline Bonnell and sister, Lillie, of Youngstown, Ohio, said they were retreating to the night when the crash came. They hastily put on a few outer garments and went to the deck. Officers, they said, were shouting, "There is no danger. Go back to your staterooms. They obeyed the order and dressed themselves fully, and when they returned to the deck, saw the boats being lowered and themselves were hustled into one of them."

Hurriedly Driven to Depot.
Mrs. John B. Thayer, wife of the second vice-president of the Pennsylvania railroad, and who was saved from the Titanic, on landing was immediately driven to the Pennsylvania railroad station and left for Philadelphia on a special train at 11:19 o'clock. No one was permitted to address Mrs. Thayer concerning her experiences. She was accompanied by a large party of friends.

Will Talk Tomorrow.
Mrs. L. Parish and Miss Shelley, both of Butte, were transferred to Mount Sinai hospital suffering from shock. Lord and Lady Duff Gordon, who went to an uptown hotel, said they would issue a statement tomorrow. The Countess Rothe was met at the pier by her husband. She also declined to make a statement.

An Age Seemed to Pass.
"An age seemed to have passed when we first saw the twinkling lights of the Carpathia. We recognized her as our rescuer. The Marconi operator, one of the 235 on the raft, confirmed our hopes by saying that he knew it was the Carpathia."

"While we looked someone whispered that there was also a ship behind us. We dared not turn and look, so fearful were we that we would disturb the balance of the raft. The second officer finally told one man to look behind. The slipping of one oar would have meant the death probably of all us. The man who looked passed the word that there was no ship behind."

Taken in by Lifeboats.
"When later in the day four of the Titanic's lifeboats were seen on our port side. The second officer blew his whistle to call attention to our precarious condition and the head lifeboat, towing another, came to our help."

"The transfer, fraught with peril, followed. The second officer was the last man off the raft. Just before he left, he lifted into the boat the body of a sailor who had died of cold and exposure as we prayed. I with my soggy overcoat, heavy with water, pitched headfirst into the boat, trying my utmost not to disturb the equilibrium of the craft. In this boat I saw several of my companions of the raft. Others had gotten into the other boat."

Boat Had Full Complement.
"Our boat, however, had more than its complement. The Carpathia was close. Otherwise, so officers of the Carpathia afterwards told me, all in the boat would have perished in the moderate blow that came on an hour later. It was a sufferer from cold, especially those of us who had no hats. It seemed an age before we reached the Carpathia, where all were ready for us with medical aid, food and drink to restore us. Nothing can exceed the kindness of those who provided for our needs aboard the Carpathia."

Col. Garcia said his most serious loss was that of his manuscript on the war of 1812, which he had spent a long time in preparing. He said he would return to England to duplicate the data.

Deaths and Funerals.
BROWN—Full bearers at the funeral of the late James O. Brown, an engineer who was killed near Granger Monday, were H. C. Collister, H. B. Bowne, J. Mires, C. Mires and John Launty, all members of Division 321, Brotherhood of Locomotive Engineers of Montpelier, Idaho. Services over the remains were held at the Lindquist chapel in this city Thursday afternoon at 2 o'clock. The funeral was conducted under the auspices of local number 55, Brotherhood of Locomotive Engineers, and the brotherhood among the musical numbers were "Calvary" and "Beautiful Isle of Somewhere," sung by Mrs. Myrtle Higley. Interment was made in Mount View cemetery.

Only Twenty Lifeboats.
"Twenty, altogether, I think," replied Mr. Ismay. "Sixteen collapsible and four wooden boats."

"Were all the lifeboats that left the Titanic accounted for?"

"I think so. I've been told so, but I don't know of my own knowledge. It has been suggested," Senator

(Continued on Page Seven.)

PRYING INTO THE FACTS

Senate Committee Promptly Questions Some Survivors

New York, April 19.—The United States senate investigating committee into the Titanic disaster met today and interviewed J. Bruce Ismay, managing director of the White Star line. When asked the circumstances under which he left the boat, Mr. Ismay replied almost in a whisper:

"One of the boats was being filled. Officers called out to know if there were any more women to go. There were none. No passengers were on the deck. As the boat was being lowered I got into it."

The details of the story were drawn out by Senator William Alden Smith, chairman of the special sub-committee charged with the examination of witnesses, and Senator Newlands, the other senator who came to New York to conduct the inquiry.

Some of Those Present.
Mr. Ismay was accompanied by P. A. S. Franklin vice president, and Emerson E. Parvin, secretary of the International Mercantile Marine Co., the committee's representative. Hughes of West Virginia, whose daughter, Mrs. Lucian P. Smith, was saved and whose son-in-law was lost, was present. Another spectator was Truman H. Newberry, former assistant secretary of the navy.

Adjusting his cuffs, Mr. Ismay was visibly nervous when he took the stand. He gave his age as 50 years. In response to a few formal questions, he said he sailed as a voluntary passenger on the Titanic.

Asked to Detail His Experience.
Senator Smith began to ask the witness to detail his experience on the Titanic. His answers were interrupted, but Senator Smith continued. Then Mr. Ismay said he desired to express his sincere grief at the disaster and to welcome the fullest inquiry.

"Kindly tell the committee all the circumstances surrounding your voyage," said Senator Smith. "Tell us as succinctly as possibly beginning with your boarding the vessel at Liverpool, your place on the ship and as much as you can of the circumstances as possible to help this committee."

Courts Full of Inquiry.
"First, I wish to say that I court the fullest inquiry," said Mr. Ismay. "This awful catastrophe, I must say at the outset, I greatly deplore. We have nothing to conceal, nothing to hide."

"The boat left Belfast, I think, on the first of April. She underwent her trials safely and arrived at Southampton on Wednesday, April 10, leaving Southampton at 12 o'clock, noon. That evening the Titanic reached Cherbourg, France, having run at about 26 revolutions."

The Speed to 30 Revolutions.
"We arrived at Queenstown Thursday noon. The Titanic was then running at 29 revolutions. The first day, I think, we made about 567 miles. The next day we increased the speed to 30 revolutions and ran about 591 miles. The accident took place on Sunday night. The exact time I do not know because I was asleep. The ship sank, I am told, at 2:30."

"I understand you have been told the Titanic was running at full speed. It never had run at full speed."

"She was built to do 30 revolutions and had never been sped up to that. We never had all her boilers working. It was our intention to speed the boat up to her full quota on Tuesday, but the catastrophe came to prevent it."

Did Not Survive.
A representative of the builder of the ship, Mr. Andrew, was on board, Mr. Ismay said.

"Did he survive?" asked Mr. Smith. "I am not sure."

Mr. Ismay said it was arranged between him and Captain Smith of the Titanic not to arrive at New York lightship before 5 a. m. Wednesday.

"There would have been no advantage in arriving earlier," he added.

"Was there any attempt to lower the boats of the Carpathia to take on passengers after you were aboard her?" asked Senator Smith.

"The crew were at passengers to take on," said Mr. Ismay.

"In your lifeboat what course did you take?" the senator asked.

"We went light and headed for it," said Mr. Ismay.

"How long were you in this lifeboat?"

"About four hours."

"Was there another lifeboat that you saw?"

"Yes, we hailed one," he said.

He said he saw no life rafts in these.

"How many lifeboats were on the Titanic?"

"Twenty, altogether, I think," replied Mr. Ismay. "Sixteen collapsible and four wooden boats."

"Were all the lifeboats that left the Titanic accounted for?"

"I think so. I've been told so, but I don't know of my own knowledge. It has been suggested," Senator

(Continued on Page Seven.)

TOLD BY C. F. HURD

Story of Newspaper Man Aboard the Carpathia

(By Carlos F. Hurd, Post-Dispatch Reporter, Who Arrived on the Carpathia Thursday Night. Copyright, 1912, by Pulitzer Publishing Company.—The St. Louis Post-Dispatch. All rights reserved.)

New York, April 19.—Seventeen hundred and twenty-six lives were lost on the Titanic, which struck an iceberg at 11:45 p. m. Sunday, and were at the ocean's bottom two hours and thirty-five minutes later. Of the Titanic's 341 cabin passengers, 212 were saved; 154 of them were women and children; and of the 262 steerage cabin passengers, 115 were saved, 101 of them women and children.

Of the third class passengers, 806 in number, 136 were saved, 83 of whom were women and children. Of 955 officers and crew 129, including 22 women, were rescued.

Bulkheads Delay Sinking.
The bulkhead system, though probably working, prevailed only to delay the ship's sinking. The position of the ship's wound on the starboard quarter admitted icy water, which caused the boilers to explode, and these explosions broke the ship in two.

Harold Cotton, the Marconi operator of the Carpathia, did not go to bed at his usual time Sunday night, and as a result caught the first message of the Titanic's plight. He had been relaying messages to the Titanic on Sunday night, and shortly after 11 o'clock heard the Titanic operator good night. Just as he was about to take the receiver off his head the "C. Q. D." call sounded.

This was followed by the words, "We've hit something; come at once." Cotton at once communicated with the Carpathia's officers and her course was at once changed in the direction of the Titanic at full speed of eighteen knots for the full distance of sixty miles intervening between the two ships.

Before Cotton could make a reply to the C. Q. D. the Titanic said: "I am afraid we are gone."

Cotton sent word of the coming of the Carpathia. No further communication was had with the doomed ship.

Going at Top Speed.
The Titanic's speed of twenty-three knots an hour never was slackened, and she was going at that speed when she struck.

The Titanic was 1,799 miles from Queenstown and 1,191 miles from New York, speeding for a maiden voyage record. The night was starlit, the sea glassy. Lights were out in most of the staterooms and only two or three congenial groups remained in the public rooms.

In the crew's nest or lookout, and on the bridge, officers and members of the crew were at their places awaiting daylight from midnight from their two hours' watch.

At 11:45 came the sudden sound of two guns, warning of immediate danger.

The crash against the iceberg, which had been sighted at a quarter of a mile, came almost simultaneously with the click of the levers operated by those on the bridge, which stopped the engines and closed the watertight doors.

Captain Smith Giving Orders.
Captain Smith was on the bridge a moment later giving orders for the summoning on deck of all aboard and for the putting on of life preservers and the lowering of the lifeboats.

The Titanic had its lifeboats and two collapsible boats. All of them got away loaded, except that one of the collapsibles did not open properly and was used as a raft. Forty sailors and stewards, who were floating in the water got on this raft and were picked up by the different boats. Some others were floating about on chairs when picked up.

Every Boat So Full as It Was Full.
Every boat so full as it was full when it was lowered and every boat that set out reached the Carpathia. The green light of the boat held us together, there were other lights. One was an electric flashlight that a gentleman carried in his pocket.

Our boat was 100 yards away when the ship went down. The auctioneer there must have been terrific, but we were only rocked somewhat.

I heard revolver shots, as everyone did. I cannot say who fired any of them. I have only told what I know and what I shall tell my marine court that may examine me.

Compartments Affected to Close.
G. Witeman of Palmyra, N. J., the Titanic's barber, was lowering boats on deck after the collision and disappeared.

(Continued on Page Seven.)